

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	USSR	REPORT	
SUBJECT	<input type="text"/> the Soviet Merchant Marine	DATE DISTR.	20 July 1952 25X1
		NO. OF PAGES	2
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD 25X1
PLACE ACQUIRED	<input type="text"/>	REFERENCES	<input type="text"/> 25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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shortages of skilled personnel in inland water transport

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shortages existed particularly as far as mechanics were concerned, and after World War II there was quite a noticeable shortage of navigational personnel, mechanics, and motor operators.

the Soviet Merchant Marine had a sufficient number of electrical specialists and radio personnel; the annual turnover of labor did not exceed 5 to 8 percent because of the 26 June 1940 decree of the Soviet Supreme Council, which fixed workers of this ministry almost permanently to their positions. The internal turnover of individual shipping companies, however, was high and amounted to probably 50 or 60 percent.

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The Ministry of the Merchant Fleet, Northern Sea Road Administration, had no responsibility over the northern river routes; this was the responsibility of the Ministry of the River Fleet.¹ The only exception to this rule was the Danube Steamship Company, which was under the administration of MMF's Chief Directorate of Southern Basins and operated on the entire Danube River, including satellite countries.

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25 YEAR RE-REVIEW

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STATE	<input checked="" type="checkbox"/>	ARMY	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>	AEC						
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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[redacted] MMF operational control over the most important of internal waterways; [redacted] extends over the following areas: Ob to Salekhard, Yenisey to Igarka, Lena to Tit-Ary, Indigirka to Alekseyevo, and Kolyma to Nizhne-Kolymsk.

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[redacted] details on the [redacted] Mariynskiy canals.

[redacted] In 1948, the diesel ship BOGATYR, belonging to Reydtanker, and having a draft of $3\frac{1}{4}$ m and 500 GRT, passed through this canal from Leningrad to Arkhangelsk to Astrakhan. In 1950 a floating dock of 5,000 tons, cut in half, passed through the same canal on the way to Astrakhan. The width of this floating dock was 18 m.

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1. [redacted] Comment. [redacted] the Chief Directorate of the Northern Sea Routes is not subordinate to the Ministry of the Merchant Fleet, but is responsible directly to the Council of Ministers. However, [redacted] answer [redacted] may have meant [redacted] "Northwestern Fleet" rather than "Northern Sea Road" [redacted]

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